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IN THE SPECIFICATION

Amendments To The Specification:

This listing of marked up paragraphs from within the specification will replace all prior versions, of those paragraphs in the application. The word "foreknown" has been replaced with "predicted," and "foreknowing" has been replaced with "prediction."

Please replace the paragraph beginning at page 1, line 5 with the following amended paragraph:

The present invention relates to a seat belt device in which when a collision of a vehicle is ~~foreknown~~ predicted, a motor of a retractor is driven for rotation in a normal direction to take up a webbing of a seat belt, and when an acceleration equal to or larger than a predetermined value is applied to the vehicle, the webbing is locked so that it cannot be drawn out of the retractor.

Please replace the paragraph beginning at page 1, line 26 with the following amended paragraph:

Japanese Patent No. 2946995 discloses a motor-assisted pretensioner which is designed so that when the collision of a vehicle is ~~foreknown~~ predicted, a webbing take-up shaft of a retractor of a seat belt device is driven by a motor to take up a webbing, thereby increasing the tension of the webbing to enhance an occupant-restraining performance upon the collision.

Please replace the paragraph beginning at page 2, line 5 with the following amended paragraph:

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In a case where the motor-assisted pretensioner is combined with the emergency locking retractor, when the collision of the vehicle is avoided after the motor-assisted pretensioner has increased the tension of the webbing to restrain an occupant based on the ~~foreknowing prediction~~ of the collision of the vehicle, it is necessary to loosen the tension of the webbing again to cancel the restraint of the occupant. In this case, the occupant is in a restrained state and hence, the engagement of the ratchet tooth and the ratchet claw with each other is maintained, whereby the emergency locking retractor remains in a locking state and hence, the webbing cannot be drawn out by the motor-assisted pretensioner. To avoid this situation, a sensor for detecting the inclination of the weight of the emergency locking retractor is mounted, and after it detects that the inclination has been eliminated to provide a state in which the locking state of the retractor of the emergency locking retractor can be released, an actuator is required to forcibly release the engagement of the ratchet tooth and the ratchet claw. However, such an arrangement suffers from a problem of an increase in the number of parts, because of the needs for the sensor for detecting the inclination of the weight and the actuator for releasing the engagement of the ratchet tooth and the ratchet claw.

Please replace the paragraph beginning at page 3, line 6 with the following amended paragraph:

To achieve the above object, according to a first aspect and feature of the present invention, there is provided a seat belt device in which when a collision of a vehicle is ~~foreknown predicted~~, a motor of a retractor is driven for rotation in a normal direction to take up a webbing of a seat belt, and when an acceleration equal to or larger than a predetermined value is applied to the vehicle, the webbing is locked so that it cannot be drawn out of the retractor, wherein when the collision of the vehicle has been avoided, and it is detected by systems having information regarding the acceleration of the vehicle that the acceleration of the vehicle has been reduced to be smaller than the predetermined value, the motor of the retractor is driven for rotation in the normal direction to cancel the locking, thereby loosening the webbing.

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Please replace the paragraph beginning at page 3, line 19 with the following amended paragraph:

With the above arrangement, if the collision of the vehicle is avoided after the motor of the retractor is driven for rotation in the normal direction based on the ~~foreknowing~~ prediction of the collision of the vehicle to take up the webbing of the seat belt, when it is detected by the systems having information regarding the acceleration of the vehicle that the acceleration of the vehicle has been reduced to be smaller than the predetermined value, the locking operation of the retractor is cancelled to loose the webbing. Therefore, it is possible to previously avoid a situation in which the webbing cannot be loosened by driving the motor of the retractor for rotation in a reverse direction in a state in which the webbing has been locked so that it cannot be drawn out of the retractor without need for a special actuator for canceling the locking operation. In addition, a signal of the acceleration of the vehicle from the system having the information regarding the acceleration of the vehicle is utilized and hence, a special sensor for detecting whether or not the webbing is in a state in which it has been locked so that it cannot be drawn out of the retractor is not required. This can contribute to a reduction in the number of parts.

Please replace the paragraph beginning at page 8, line 18 with the following amended paragraph:

Even if the webbing 11 is incapable of being loosened from the retractor 16, when the tension of the webbing at that time is insufficient, it cannot exhibit a sufficient occupant-restraining performance. Therefore, when the collision of the vehicle is ~~foreknown~~ predicted, the motor 17 is rotated in the normal direction by the command from the electronic control unit 18 to rotate the reel 31 in the direction indicated by the arrow A, whereby the webbing 11 is drawn into the retractor 16 to generate a predetermined tension for restraining the occupant. Even if the ratchet claw 37a of the locking lever 37 has been already brought into engagement with the ratchet tooth 34a of the inertia gear 34 by the acceleration of the vehicle at that time, the motor 17 can be

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rotated in the normal direction without hindrance to increase the tension of the webbing 11, because the rotation of the inertia gear 34 in the direction indicated by the arrow A is in a direction in which the ratchet claw 37a and the ratchet teeth 34a slip relative to each other.

Please replace the paragraph beginning at page 9, line 8 with the following amended paragraph:

The ~~foreknowing prediction~~ of the collision of the vehicle by the electronic control unit 18 may be carried out based on signals from the ACC system 19, the VSA system 20, the EPS system 21 and the like, or may be carried out based on an acceleration from an exclusive collision ~~foreknowing prediction~~ device. When the collision of the vehicle has occurred actually, the tension of the webbing 11 may be further increased by a tensioner device using an explosive powder in order to further enhance the occupant-restraining performance provided by the seat belt. Usually, the restraint of the occupant based on the ~~foreknowing prediction~~ of the collision precedes a collision-avoiding operation.

IN THE ABSTRACT OF DISCLOSURE

Please replace the Abstract with the following amended Abstract.

In a seat belt device, when the collision of a vehicle is ~~foreknown~~ predicted, a motor of a retractor is driven for rotation in a normal direction to take up a webbing of a seat belt, and when an acceleration equal to or larger than a predetermined value is applied to the vehicle, the webbing is locked so that it cannot be drawn out of the retractor. In a case where the collision is avoided after the motor of the retractor is driven for rotation in the normal direction based on the ~~foreknowing prediction~~ of the collision to increase the tension of the webbing of the seat belt, when it is detected by systems having information regarding the acceleration of the vehicle that the acceleration of the vehicle has been reduced to be smaller than the predetermined value, the locking operation of the retractor